

NOTIFICATION.

Bangalore, Dated 18th December 1967.

S. O. 2505.—In exercise of the powers conferred by Section 4 of the Madras Forest Act, 1882 (Madras Act V of 1882), as in force in the Madras Area, the Government of Mysore hereby—

(i) declares that it is proposed to constitute the lands in the Udipi Taluk South Kanara District, the situation and limits of which are specified in the schedule hereto annexed, as a reserved forests;

(ii) appoints the Forest Settlement Officer, Mangalore to be the Forest Settlement Officer for purposes of clause (c) of the said section; and

(iii) appoints the Divisional Forest Officers, Coondapur to attend on behalf of the Government at the inquiry conducted by the said Forest Settlement Officer.

Under Section 14 of the said Act, the Government of Mysore hereby appoints the Deputy Commissioner, of South Kanara District to hear appeals on any orders passed by the Forest Settlement Officer under Sections, 11, 12 and 13 of the said Act.

SCHEDULE.

Name of the District	...	South Kanara.
Name of the Taluk	...	Udipi Taluk
Name of the Village.	...	Kakkunje and Billaly.
Name of the Block	...	Kakkunje-Horigodlu Block II.
Survey field numbers	...	95 and 112/1
Area	...	65.50 acres.

Boundary description.

North:—Starting from the station No. 20 a point in S. No. 96 of Kakkunje Village near the Kabbimbithlu Harkadi footpath, the demarcation line runs in the Eastern direction to station No. 22, passing through the intermediate station No. 21 for a distance of 800 links. From there it runs in the North-East direction to station No. 24 through

the intermediate station No. 23 for a distance of 725 links. From there it runs in the Northern direction to station No. 25 for a distance of 350 links. From hereafter the demarcation line proceeds in the North-East direction through the intermediate station No. 26 to station No. 27 covering a distance of 900 links. From there it runs in South and runs in the Southern direction to station No. 28 over a distance of 415 links. Then the line runs in the Eastern direction to station No. 29 covering a distance of 480 links. The bearings and distances as furnished below:

Station From	Numbers To	Bearings in F. R.	Distances in links.
20	21	101½	350
21	22	90	450
22	23	62½	325
23	24	47	400
24	25	1°	350
25	26	62½	350
26	27	68	550
27	28	164½	415
28	29	87	480

East:—From station No. 29 the line runs in the Southern direction to station No. 30 over a distance of 465 links. From there the line proceeds in the South-West direction to station No. 31 covering distance of 475 links. Again from there the line runs in the Southern direction to station No. 32 covering a distance of 390 links. Thence it proceeds the South-East direction to station No. 33 covering a distance of 300 links. From there it runs in the Eastern direction to station No. 34 over a distance of 450 links. Then the line turns to south and proceeds in the South-West direction to station No. 38 through the intermediate stations No. 35, 36 and 37 and covers a distance of 135 links. Then turns to south and runs to station No. 39 over a distance of 390 links. Again it runs in the South-West direction to station No. 42 through the intermediate stations 40 and 41 covering a distance of 1290 links. From station No. 42 the line proceeds south-east to station

43 over a distance of 550 links. Further it runs in the South Eastern direction to station 15 over a distance of 425 links. The bearing and distances from station to station are as follows :—

Station From	Numbers To	Bearings in r.B.	Distances in links
29	30	181	465
30	31	216	475
31	32	181	390
32	33	1.61	300
33	34	95	451
34	35	221	365
35	36	227	310
36	37	231½	335
37	38	240	375
38	39	212	390
39	40	247	2.5
40	41	260	480
41	42	224	665
42	43	151	550
43	15	121	425

South.—From there it runs to West and runs in the Western direction to the existing station No. 14 over a distance of 175 links. Then it proceeds in the South-West direction to station No. 13 covering a distance of 700 links. There from the line proceeds in the North-West direction and reaches station 47 passing through the intermediate stations 44 to 46 and covers a distance of 800 links. Then the line turns to North and runs in the Northern Eastern direction to station 49 passing through station No. 48 and covering a distance of 850 links. Then the line proceeds in the North-West direction to station 53, passing through the intermediate stations 50, 51 and 52 and covers a distance of 1140 links. Then the line runs in the North-West direction to station 55 passing through intermediate stations 54 and 55 and covering a distance of 1380 links.

The bearings and the distances are given below :—

Station From	Numbers To	Bearings in P. R.	Distances in links
15	11	243	175
14	13	207	700
13	44	298	170
44	45	3 5	215
45	46	310	175
46	47	288½	240
47	48	337	255
48	49	350	595
49	50	316½	300
50	51	326	280
51	52	322	280
52	53	340	280
53	54	299	475
54	55	2 6	280
55	56	284	625

West :—From station No. 56 the line turns to North and runs to station 0 over a distance of 235 links. Then the line runs South-East direction to the station No. 1 covering a distance of 3.0 links. Then the line runs in the Eastern direction to station No. 4 passing through the intermediate stations 2 and 3 covering a distance of 1150 links. Then the line turns to south and runs in the South-East direction to station No. 8 through the intermediate stations 5 to 7 covering a distance of 1400 links. From there the demarcation line turns to East and runs in the North-East direction to station No. 9 over a distance of 575 links. Then turns to North and runs in the North-West direction to station No. 10 over a distance of 400 links. Then the line turns to East and runs in the North-East direction to station No. 12 through the intermediate station 11, covering a distance of 1040 links. Then the line turns to North and runs in the North-Eastern direction to station No. 13 over a distance of 500 links. Then again the line runs in the North-East direction to station No. 14 covering a distance of 370 links. From here the line turns to North and runs in the North-Western direction to

station No. 15 over a distance of 430 links. From there it runs to west and runs in the South-West direction to station No. 18 passing through the intermediate stations 16 and 17 covering a distance of 173 links. Then the line runs in the North-West direction to station No. 19 over a distance of 275 links. Then the line runs Northern direction and proceeds in the Northern western direction to station No. 20 over a distance of 535 links and completes the traverse. The bearings and distances from station to station are as follows:—

Station from	Numbers To	Bearings in F. B	Distances in links.
56	0	356	235
0	1	113½	370
1	2	96	390
2	3	89	585
3	4	94	175
4	5	147½	400
5	6	145½	400
6	7	144	335
7	8	140	255
8	9	33½	175
9	10	324	400
10	11	57	510
11	12	43½	480
12	13	10	500
13	14	51	370
14	15	35½	430
15	16	55½	750
16	17	240	330
17	18	241½	610
18	19	283½	275
19	20	37	535

Right of ways:—

The foot path from Kabbinahihlu enters the block between cairn No. 56 and 57 and enters inside the block, then leaves the block between cairn No. 5 and 6. It again enters the block between cairn No. 24 and 25, runs inside the block and leaves the block between cairn No. 26 and 27 and goes to Harkadi.

Other privileges :—

- (1) Free grazing of cattle by villagers inside the block.
- (2) Free removal of green manure leaves for the *bona fide* use by the ryots.
- (3) Free removal of dry fuel for the *bona fide* use by the villagers.
- (4) Free removal of muli grass for the *bona fide* use by the ryots.

[No. AFD 124 FAF 67.]

By Order and in the name of the Governor of Mysore,

1899

M. W. WINSTON, *Under Secy.*